SHERIDAN SLOWLY DYING. HIS CONDITION GETS STEADILY WORSE.

NO FAITE IN THE ILLUSORY BULLETINS-A CRISIS SPEEDILY EXPECTED.

[BY TELEGRAPH TO THE TRIBUSE.]
WASHINGTON, June 8.— General Sheridan's friends no longer question that he is slowly dying and that the apparent hope held out by the official bulletins is entirely illusory. Last night left the distinguished patient delirious, with pulse 118 and the lungs most seriously congested. At 1:15 o'clock he was officially stated to be enjoying restful sleep at a time when peroxysms of stertorous gaspings were plainly audible on the sidewalk in front of his house at intervals of every two or three minutes. The charitable explanation is that the bulletin dated 1 a. m. which gave out this statement was prepared some time in advance of its

At 4:40 this morning the bulletin signed by Drs. Pepper and Lincoln, in addition to his regular Army attendants, recorded: Pulse, 104; respiration, 34, with the mind more clear, but congestion

of the lungs still severe. At 1:15 his pulse was recorded at 105, an increase of one point, and his respiration 28, a de-

crease of six points, but varying. At 8:30 p. m. the following extraordinary bulletin was issued by the attendant Army surgeons, with a verbal intimation that no further bulletins might be expected till after midnight:

The evening has been a quiet one, without any incident worthy of mention. General Sheridan's pulse is 108, his respiration 35, his temperature normal. During the day he has shown great interest in the current news.

This disclosed an increase of three degrees in the pulse and of seven degrees in the respiration, but these conditions were treated as incidents unworthy of mention." The "severe congestion of the lungs" previously admitted is also passed by and no information is given as to whether it

by and no information is given as to whether it has increased or diminished or ceased altogether.

During the past forty-eight hours General Sheridan has taken scarcely any nourishment except a little peptonized milk. His strength, previously depleted by his long and terrible struggle, has so rapidly waned that he has little recuperative power left, notwiths anding his indomrtable pluck and will. The periodicity which has hitherto marked his relapses leaves most serious reason to apprehend that to-morrow night or early Sunday morning another crisis may occur which he may not be able to tide over. Of course the utmost sympathy is felt and expressed on all hands for the General's devoted wite, who, with her delicate physique, has been called upon on all hands for the centerals devoted whe, who, with her delicate physique, has been called upon to endure a strain such as few have had to bear. She has been sustained by the presence of her father and sister, and by other relatives and friends as far as their loving sympathy and aid could go, but her constant attendance at the bedside of her suffering husband has almost entirely warn down her strength. Only once during his worn down her strength. Only once during long illness has she ventured to leave the ho even for the shortest time It is not anticipated that any erisis will occur the General's condition to-night.

SHERIDAN'S MOTHER SERIOUSLY H.L. Chicago, June 8.-A dispatch from Somerset, Ohio, ays: "Mrs. John Sheridan, mother of General P. H. Sheridan, who has been ill for some time, had anothe relapse yesterday afternoon, and is in a critical condi-The doctors fear she cannot live. The serious illness of her son Phil has never yet been made known to her, for fear of serious results. Constant communication both by telephone and telegraph is kept up with General Sheridan's house in Washington.

TRYING ANOTHER CLIMATE.

A TRUSTED CLERK MISSING-\$10,000 OF HIS EM-

PLOTERS' MONEY GONE ALSO. It looks as if another recruit has recently been added to the American colony in Canada. The sed exile is Rhinehardt Wischer, cashier and confidential clerk of Christian Tobias & Co., shipping brokers, of No. 49 Beaver-st. Wischer's peculations cover a period of about five years and amount to over \$10,000. Wischer had been in the employ of the firm thirteen years. His antecedents were good, and he was a general favorite with his employers, among his fellow clerks, and in a large circle of of business men with whom he was acquainted. Such was the confidence and esteem in which he was held by Mr. Tobias, the senior member of the firm, that when the latter went to Europe in 1881, he gave Wischer full charge of the business, armed him with a full power of attorney, and intrusted him with all the funds of the concern.

Though he probably began to make crooked entries during the absence of Mr. Tobias, there was not a breath of suspicion against him until about five weeks ago, when the head of the firm asked some rather searching questions about the balancing of certain accounts. The trusted clerk gave a satisfactory explanation at the time, but took alarm and disappeared a few days later. He has left a wife and three children, who live in a comfortable house at No. 395 Eighth-st., South oklyn, and where he is now is unknown.

Mr. Tobias was seen by a TRIBUNE reporter at his house in Hoboken last night. In regard to Wischer's defalcation, he said: "He was a clerk we trusted implicitly. We gave him a salary of \$2,000 a year, and he seemed to be perfectly con-tented. He appeared to live a quiet, regular to have no vicious habits; he did his work satisfactory manner, and if he speculated, we

Mr. Tobias said he could not account for the young man's conduct, and had not yet decided what course he should pursue in the case. An expert is at work examining the books of the firm.

THEIR REPUTATIONS WERE BAD. MR. BONAPARTE'S CHARACTERIZATION OF CLEVE-

LAND'S BALTIMORE APPOINTEES. Baltimore, June 8.—The Select Committee of the United States Senate appointed to investigate the operations of the Civil Service met to-day. Charles J. Bonaparte, chairman of the Executive Committee of the Association, testified that a number of Federal officials were known to have engaged in active partisan work at the primaries. He spoke of the bad characters borne by some of these officials, especially mention Morris A. Thomas, Eugene Higgins, J. J. Mahon and I.

Senator Blackburn asked whether any one of them had committed any definite act that the witness could mention which would substantiate the assertion that

they were men of bad characters.

Mr. Bonaparte replied that his idea of a man of bad character was one concerning whom general report spoke unfavorably and that no one could deny that the persons specified by him came under that head. John Quinn testified that he is a clerk to the boiler

and steamboat inspectors and his duties are to make out permits, bills, etc., for steamboat captains. Senator Hale asked the witness to write out a per oft such as he issues from the inspector's office. The witness replied that he is not much of a scholar and that his son did that sort of work for him. His busiday to see that his son is doing his work faithfully. He was again urged but declined to write a permit

hingle stroke of the cierical work of the office since his appointment. The salary is \$1,200 a year, which he receives, and out of which he pays for his son's board and clothing amounting perhaps to \$12 or \$15 a week. Saratoga, N. Y., June 8 (Special).-Judges Andrews, Saratoga, N. Y., June 8 (Special, Judges Andrews)
Peckham and Gray, of the Court of Appeals, according to their daily custom engaged in horseback riding early this morning. They rode from the Windsor Hotel to Woodlawn Park, where Judge Andrews met with an accident, that fortunately was not serious. The Judge was caught on the forehead by a slack telephone wire, was swept from his horse, and fell heavily to the ground. He received a few painful bruises, and was badly shaken up, but was so

to remount and ride back to the Windsor. He did not appear in the breakfast-room and was not in attendance at court to-day, which led to the belief that he had sustained scrious injuries. The Judge was quite comfortable this afternoon and on Monday will resume his judicial daties.

DASHED DOWN A STEEP INCLINE.4

Lockport, N. Y., June 8.—Four South Americans and in interpreter stepped into the car of Brundage's Whirlpool Park Elevator, on the Canadian side of the Stagara River, to-day, to descend to the rapids. The desmit is 300 feet, at an angle of forty-five degrees. The car is 300 feet, at an angle of forty-five degrees. The car is 300 feet, at an angle of forty-five degrees. The car is 300 feet, at an angle of forty-five degrees. The car is 300 feet, at an angle of forty-five degrees. The car is 300 feet, at an angle of forty-five degrees. The car is 300 feet, at an angle of forty-five degrees. The car is 300 feet, at an angle of forty-five degrees. The car is 300 feet, at an angle of forty-five degrees. The car is 300 feet, at an angle of forty-five degrees. The car is 300 feet, at an angle of forty-five degrees. The car is 300 feet, at an angle of forty-five degrees. The car is 300 feet, at an angle of forty-five degrees. The car is 300 feet, at an angle of forty-five degrees. The car is 300 feet, at an angle of forty-five degrees. The car is 300 feet, at an angle of forty-five degrees. The car is 300 feet, at 300 f

suddenly started and rushed to the bottom of the incline, where it was dashed into splinters and its occupants were thrown with great force upon the platform. Before they could escape the other car reached the top with such force that it was detached and came down upon the shocked and bewildered victims with a tremendous crash. Relief soon came to the party and it was found that Mrs. Santana had a leg ! and was terribly shocked and bruised, while her daughter was hadly cut under the chin. The lady's husband and the interpreter forunately escaped injury. It is feared that Mrs. Santana will not recover.

AUSTRIA'S GREAT WAR BUDGET.

Vienna, June 8.—The "Neue Freie Presse" says that the budget about to be submitted to the Delegations shows an increased expenditure of 5,000,000 florins, of which four and a quarter millions is absoare asked for repeating rifles and 4,000,000 for army organization. An extraordinary special credit for the War Department amounts to 47.250,000 florins, of

THE EMPEROR IN GOOD SPIRITS.

Potsdam, June 8.—The Emperor passed an excellent night. He arcse at 10 o'clock in good spirits and greatly refreshed. The Empress and suite have started for the scene of the Vistula floods. In spite of the recent police order, the Emperor has directed his coachman to drive more slowly in the streets in order to allow him to accept floral offer-

An Imperial order has been issued directing the court to continue to wear mourning for the late

Emperor William until August 6.

London, June 8.—The "Moscow Gazette," in discussing the affairs of Germany, especially Emperor Frederich's health, says: "It is time for each power to clearly specify its future policy. A community of interests between Russia and France is the logical sequence of the general political situation."

HERR VON PUTTKAMER'S RESIGNATION. London, June 8 .- The Berlin correspondent of " The St. James Gazette" telegraphs that Herr von Puttkamer, vice-president of the Prussian Ministerial Council and Prussian Minister of the Interior, has asked the Emperor for permission to resign. Herr won Puttkamer's decision to resign, the dispatch says, is owing to the contents of an autograph letter from the Emperor, which he received last evening.

Berlin, June 8.—The "Post" and the "National Zeitung" both state that Herr von Puttkamer has resigned from the Ministry.

THE REHRING SEA SEAL FISHERIFS. Ottawa, June 8.-A report was current here to-day Canadian and United States Governments in regard to sealing in Behring Sea this year, and that Canadian vessels going in will not be molested. It is stated on the best authority that no such agreement has been arrived at, and that British Columbia scalers operating in Behring Sea will do so at their own risk.

DIVORCED FROM THE CLERGYMAN. ndon, June 8.-A divorce has been granted to the wife of the Rev. Henry Whyte Melville, who cloped in December last with the daughter of Captain Dunne, late Governor of the Castlebar Jail. The ground on which the divorce is granted is that the husband committed

HORSES BURNED TO DEATH. Montreal, June 8 .- One of the stables of the Street Railway Company was destroyed by fire soon after 1 o'clock this morning, and 134 horses were burned to death. A man seen lurking about the premises be-fore the fire has been arrested.

Cairo, June 8.—The Khedive has dismissed Nubar Pacha, President of the Council, Minister of Foreign Affairs and Minister of Justice, and has summoned Riaz Pacha to form a Cabinet.

COLONEL KING-HARMAN WILL NOT RESIGN. London, June 8.-Colonel King-Harman denies the rumor which has been put in circulation that he in-tends to resign his office of Under Secretary for Ire-land and his seat in the House of Commons.

ENGLAND AND THE SUEZ CANAL Paris, June 8.—It is semi-officially stated that Eng-land has signed the Suez Canal Convention, as modi-fied by the Porte.

ENGLISH PLANS FOR AFGHANISTAN. St. Petersburg, June 8.-The "Novoe Vremya" states that the measures which India desires to impose upon the Ameer of Afghanistan, with a view to preventing good relations between the Afghans and Russian Turk-omans, can lead to no practical result, but only to dis-content among the Afghans, which will prejudice the

ABOLISHING CAPITAL PUNISHMENT. Rome, June 8 .- The Chamber of Deputies to-day agreed to abolish capital punishment.

RAILROAD INTERESTS.

THE NEW IOWA DISTANCE TARIFF RATES. Chicago, June 8.—The Iowa railroads yesterday re-ceived advance sheets of the new distance tariff rates which the Iowa Railroad Commissioners intend to promulgate. The document caused the greatest con-sternation among them. They found, upon comparing their rates with those the Commissioners have prepared, that the latter were on an average at least 40 pared, that the latter were on an average at least 40 per cent below the rates now in effect. They think the Iowa commissioners have ignored the arguments of the railroads and acted solely as directed by the shippers. It is evident that the commission based its new maximum tariff on the special raws formerly given by the railroads to large shippers at the principa competing points. As the new law provides that the rates made by any road between competing points nust also apply between all points on the lines, railroads, after the law went into effect, abolished all special or competitive rates and made uniform ones between all points. The local rates were not advanced The local rates were not advanced by that action but the competitive ones were. brought out protests from shippers, who represented to the commissioners that they would be unable to continue business unless they got as low rates as they had been getting. The commissioners, to retain the goodwill of the Iowa people, so the managers claim, the goodwill of the Iowa people, so the managers claim, have established rates based on the special rates given to large firms previous to the enactment of the law. The railroad officials say that the new rates, if enforced, will ruin every road in the State. The general freight agents of lines interested in Iowa traffic met here to-day, to consider the new distance traff. The conference resulted in the framing of a vigorous protest against the promalgation of the proposed rates. The protest was signed by representatives of over twenty lines, and will be filed with the commission at once.

MISCELLANEOUS RAILWAY INTELLIGENCE. Only the executive committee of the Pittsburg, Fort Wayne and Chicago Railroad met yesterday at the office of the company, in the Bank of Commerce building. The business transacted was of a routine nature. John M. Hutchinson, L. H. Meyer and Sentended to the removal of books, papers, etc., belonging to the trusteeship of the company's mortgages, from New-York to Pittsburg, as he is now the sole trustee by the death of George W. Cass. The meeting of the directors of the company, which was held yesterday, was postponed for a week. ator Sherman were present.

was postponed for a week.

Boston, June 8.—President Phillips, of the Fit-hburg Railroad, filed an answer to-day to the bill in equity against him, asking for his removal, in which he state that the solicitation of proxies on his part, if there was such solicitation, was the result of action taken by the directors, and intended to prevent cartain. Now York directors, and intended to prevent certain New-York parties, who were known to be working to get control of the road, from accomplishing their object

parties, who were known to be working to get control of the road, from accomplishing their object. The answer is a lengthy document, covering all the charges made against President Phillips. Jurge Field fixed a hearing for next Tuesday, when he will decide whether it is a case for the court or for a jury.

Chicago, June 8.—"The Railway Age," in its forth-coming issue, will say that from January 1 to June 1, 18-18, 2,271 miles of railway track have been laid. This is a large amount to be reported so early in the year, and indicates that the total for 1888 is well-nigh certain to exceed 8,000 miles, with a likelihood that it will be 10,600 miles, and a possibility that it may reach 12,000 miles. Almost 18,000 miles of track were laid in 1887, the year of greatost construction ever known.

Pittsburg, June 8.—An argument was made to-day in the United States Circuit Court on the report of the Master, W. L. Chalfafit, in the case of the New-Castle and Northern Railroad Company. These remains about \$30,000 in the hands of the Master for distribution. The argument was on the disposal of this fund. Decision was reserved.

Boston, Mass., June 8.—For lack of a quorum the ad-

Boston, Mass., June 8.—For lack of a quorum the ad-

Western Passenger Association had left it in such shape that it had not furnished sufficient protection to passenger rates and revenues as to justify the expense of our continuing a member of the Association

RATES REDUCED ON PIG IRON ONLY. The trunk line executive committee met yesterday Commissioner Fink's office to consider various complaints of irregularities in the freight tariff, east bound and west bound. The absence of some of the most important officers of the trunk lines, like Vice President Hayden, of New-York Central, perhaps The cutting of rates on dairy products, which threatso result, as it was decided that a reformation on the part of the offenders would obviate the need of a reduction. The only formal changes made in any tariff was the reduction of the rate in both directions on pig iron from 25 cents to 20 cents per 100 pounds on the Chicago basis. Commissioner Fink is work-ing hard to bring the roads to an abandonment of improper practices in regard to the tariff, and he has been successful in so far as at least to pontpone any

WILL MR. GOULD ACT ON THE COMMITTEE? The directors of the Missouri Pacific Railway have named their conference committee to establish the relations between it and the Missouri, Kansas and Texas, one of its leased lines. The Missouri Pacific committee consists of Jay Gould, Russell Sage and Henry G. Marquand Mr. Sage cannot follow the investigation, and has appointed E. M. C. Rand to act in his place. Mr. Marquand will be represented by his partner, Mr. Sibley. Whether Jay Gould will join in the investigation is uncertain, but his alternate has not been named. The full committee is: G. Cilnton Gardner, William P. Robinson and T. B. Atkins for the bondholders, and Jay Gould, Russell Sage and Henry G. Marquand for the company. The committee will start on Monday, in person or by prexy, accompanied by Vice-President Enos, to investigate the condiction of the road.

THE PHILADELPHIA ELEVATED RAILROAD.

Philadelphia, June 8 (Special).-Vice-President A. A. McLeod, of the Reading Ra'iroad, wrote a long letter to Chairman Smith, of the Councils Railroad Committee, to-day, stating the great importance of the company's bill for the proposed elevated railroad and urging him to have his committee act at once on the matter, in order that the foundations can be laid before cold weather sets in.

A PENNSYLVANIA RAILROAD SOLD. Philadelphia, June 8 (Special).-James A. Freeman Co., of this city, have sold at public auction the main line and extension of the East Prandywine and Waynesburg Railroad. Frank M. Dampman, of Honeybrook, Penn., bought the main line, extending from Downington to Waynesburg, Chester County, a distance of 17 miles, for \$255,000. The extension running from Waynesburg to New-Holland, Lancaster County, 12 miles, sold for \$30,000.

THE CHINESE CONCESSIONS. CARRYING THE CONTROVERSY INTO COURT COUNT EUGENE DE MITKIEWICZ BRINGING SUIT

AGAINST WHARTON BARKER, OF PHILADELPHIA. Philadelphia, June 8 (Special).-Wharton Barker, who with his wealthy friends of this city has repre sented the moneyed side of the enterprise generally known as the "Chinese concession," has been such in the Court of Come on Pleas in this city, by Count Eugene de Mitkiewicz, who has been the negotiator for the grants from the Chinese Government, for an ac-counting and for a specific performance of the agreements alleged to have been made by Mr. Barker concerning the enterprise. The complaint, which is in the form of a bill in equity, tells an extraordinary story of a vast financial scheme, many parts of which are entirely new. The bill was filed to-day by Messrs. Sackett and Bennett, the New-York counsel for Mr. de Mitklewicz, his Philadelphia solicitor being the

well-known Wilkesbarre lawyer, Alexander Farnham Prior to March, 1887, the complaint says, Messrs. de Mithiewicz and Paine had devoted their energies at great expense to obtain from the Chinese Govern ment a "concession or grant for a telephone company to carry on a telephone business in the treaty ports of that Empire." Subsequently an agreement was made between Messrs Barker, de Mitkiewicz and Paine, under which it was agreed that Mr. Barker's interest in the concession should be thirteen-twentieths, Mr. de Mitkiewicz's three-twentieths and Mr. Paine's four-twentieths. The telephone company, to be called the American Telephone Company, was to be formed with a capital stock of \$6,000,000, of which \$1,000,000 was to be limited to Chinese subscriptions; the remainder was to be owned by a company, to be formed with a capital stock of \$20,000,000, which should contrel and own all other concessions obtained from the Chinese. All the capital necessary was to be advanced by Mr. Barker, or through his agents second company above referred to was also to be organized by him as soon as the concessions were ob-

The plaintiff further alleges that after an expedition had been fitted out at a cost of about \$10,000, he went with it to China. The Viceroy, Li Hung Chanz, issued a decree granting to Messrs, de Mitkiewicz and sailed a decree granting to desire a shaker an absolute telephone concession. The grantees assigned it to the Chinese American Tele phone Company, and provisional certificates were issued over the signatures of M. Barker and Mr. de Mit-kiewicz, for about \$1,000,000, to Chinese officials.

The plaintiff also says that he undertook the nego tiations for another corcession of great magnitude and value, namely, the plan for the Chinese American Bank. The Viceroy finally directed the execution of a provisional banking concession upon this plan, and it was agreed that Mr. de Mitklewicz should at once go to America with Ma-Kie-Chang, the principal representative of the Chinese Government, and arrange settlement of the banking concession,

Mr. Barker invited Ma Kle-Chang to his country home near Philadelphia, and from this time apparently dates the first break in the success of the grand scheme. Before Ma-Kie-Chang went away, Mr. Earker succeeded in obtaining from him the exe of the banking concession wherein the name of Mr. de Mitkiewicz was omitted as a grantee and Mr. Barker appeared as the sole grantee. The results was the departure of the envoy with the negotiations interrupted and nothing accomplished, so far as-the bankng business was concerned. When repeatedly urged to carry out his agreement as to the formation of the companies, Mr. Barker finally showed to his asso clates an agreement made between the members of the pool on August 24, 1887, whereby each agreed with him that he might negotiate and sell one-fourth of his interest in the American and Oriental Company at the rate of 25 per cent of the par value. One treasurer and the remainder to the owner. Mr. Barker was to keep the remaining three-fourths for two the Finance Company of Pennsylvania, was to be organized with a capital stock of \$5,000,000, and each subscriber paying cash par value for his stock was to be entitled to subscribe to the stock of the American and Oriental Company "to the amount of one-half of his stock in the Finance Company of Pennsylvania at the rate of 25 per cent of the par value thereof." Messrs. Paine and de Mithiewicz signed this agreement, but the other members of the pool were kept in ignorance of their interest in the matter. Mr. Earker still delayed forming the companies, as agreed, under various pretences. Among other excuses it is alleged that he asserted to the plaintiff and Mr. Paine that the provisional banking session had been revoked by the viceroy, although, long after making these excuses, he represented and continued to represent to others that the provisional banking concession was in full force, and upon the strength of such representations induced them to make payments on their subscriptions to the said fund or capital of \$100,000.

Mr. Barker is alleged to have made a trust deed purporting to have assigned to himself, Erra Bowen and Samuel Grev, as trustees for ten years, all in-

Mr. Barker is alleged to have made a trust deed purporting to have assigned to himself, Erra Bowen and Samuel Grey, as trustees for ten years, all interest in the Chinese concessions. By the terms of this trust deed, the trustees were to organize a financial scheme under the name of the American and Oriental Trust Company with a capital of \$20,000,000, the whole enterprise to be under and virtually controlled by these three trustees, who were each to draw an annual salary of \$10,000 and also to receive between them 10 per cent of the annual proceeds.

the whole enterprise to be under and virtually controlled by these three trustees, who were each to draw an annual salary of \$10,000 and also to receive between them 10 per cent of the annual proceeds.

The complaint further avers that the Chinese interested in the said telephone concessions "have sent repoated and urgent requests, which have been communicated to said Barker, that some one should be immediately sent to China, to carry out the contract involved in the said telephone concessions and of establishing the business to be done thereunder."

The plaintiff asks that the defendant Barker be decreed to organize the Chinese American Telephone Company with a capital of \$6,000,000; also to incorporate the Oriental Company and the Finance Company of Pennsylvania, as agreed by the contract of August 24, 1887. It is also asked that the defendant account to the plaintiff for the plant of the expedition now in his possession, and repay to the plaintiff, as agreed, the \$18,000 or more which the latter expended on the expedition to China.

T. H. GARRETT DROWNED.

UNFORTUNATE END OF A YACHTING TRIP. HIS VESSEL RUN DOWN BY THE STEAMER JOPPA IN CHESAPEAKE BAY -KNOCKED OVERBOARD, PERHAPS, BY A FALLING BOAT-OTHER PERSONS ON THE

ISY TELEGRAPH TO THE TRIBUNE, 1

Baltimore, June 8.-T. Harrison Garrett, Baltimore banker, and brother Robert Garrett, ex-president of the Baltimore and Ohio Railroad, was drowned from his yacht Gleam last night, in collision with the steamer Joppa on the Chesapeake Bay. Mr. Garrett invited a party of friends yesterday to accompany him on his Snowden Andrews, a prominent stockbroker; G. A. Von Lingen, the German Consul at Baltimore; Joshua G. Harvey, president of the Western National Bank, and William H. Blackford, president of the Maryland Life Insurance Company. John P. Lowell, superintendent of engineers of the Baltimore and Ohio steamers, was in charge of the yacht. The yacht steamed out of the harbor about 8 o'clock yesterday morning for an all-day cruise, the programme including a stop at the Naval Academy to witness the manocuvres of the cadets. The day passed pleasantly, and early in the evening the Gleam was turned toward Baltimore, and was steaming along at a good speed when the disaster occurred.

It was about half-past 10 o'clock. The Gleam had her lights up and Mr. Garrett and his friends were in the cabin, as a strong, cool breeze was blowing, making it unpleasant to remain on deck. They were startled by the engineer blowing two quick, sharp blasts, which were immediately followed by the hoarse blowing of a large steamer. Mr. Garrett hurried up the companion-way, followed by several of the gentlemen. As he went forward, a big steamboat crashed into the yacht. The steamer was stopped immediately, and the captain and crew did everything to rescue the yacht's passengers and crew. In the mementary confusion the gentlemen on the sinking yacht lost sight of each other. Lines were thrown to them and every one on the Gleam got safely on board the steamer except Mrs Garrett. He was observed looking around to see if all had been rescued, and then hurriedly making an effort to climb to the steamer's deck. It was at first believed that he had saved himself, but in a few minutes he was missed. Lines were thrown overboard and boats lowered. Several tugs in the vicinity were also engaged in the search, but not a trace of Mr. Garrett was discovered. All night and to-day the search has been kept up and several divers went down, but failed to find the body.

THE SEARCH KEPT UP TILL DAYLIGHT One of the small boats belonging to the Gleam eing missed, it was thought that probably Mr. Garrett had jumped or fallen into it and drifted out on the bay. When daylight came, however, and there were no tidings of him, his family and friends lost all hope of ever seeing him alive again, and about 10 o'clock crape was placed on

the door of the Garrett Banking House in South-st. The steamboat Joppa belongs to the Maryland Steamboat Company, is commanded by Captain and Cambridge and other points on the Eastern Shore. The steamer after the collision proceeded on her trip, the Gleam's passengers and crew being transferred to the steamer Sue, coming to this city. A dispatch from Easton, Md., says that Captain Wheeler is almost crazy over the sad occurrence. A L. Tharp, one of the Joppa's pas-sengers who landed at Easton, tells this story of the disaster:

"The first warning the officers and crew had below deck of anything wrong, was a hasty signal to reverse the Joppa's engine, between 10 and 11 o'clock, followed quickly by a crash.' WITNESSING MR. GARRETT'S STRUGGLES.

Mr. Sharp saw the Gleam go down and saw Harrison Garrett struggling in the water and calling for assistance. Mr. Garrett, Mr. Sharp says, was perfectly cool and collected, and must have been in the water nearly half an hour before he sank. He could not be seen when he went down as he had drifted away from the steamer, and although the Joppa's beat cruised about for several hours, nothing more was seen of the unfortunate man. One of the passengers on the Gleam, a friend of Mr. Garrett, stated in Mr. could not be avoided, Mr. Garrett ran to the stern of his yacht with the probable intention of jumping either missed his hold and fell into the water or was knocked overboard by the shock. Mr. Tharp did not hear any signal whistles blown by either boat, but did hear the two bells to reverse the engines. He was below deck near the engine room. Another passenger stated that he was in his berth when the accident occurred. He heard two whistles blown by the Joppa, but heard no response. The Joppa then stopped her engines and the collision occurred. Whether or not the disaster could have been prevented had greater care been used is a subject for speculation. There is do doubt that both the yacht and the steamer claimed the right of way, and that, therefore, necessary precautions were not taken. The two vessels plainly attempted, said an experienced pilot, to cross each other's bows. The sharp bow of the heavy steamer made short work of the yacht. It is stated that the planking of the latter was less than two inches in thickness, and she sank a few minutes after the collision. The best story of the ill-fated pleasure trip is told by General Snowden Andrews, one of the party, an intimate friend of Mr. Garrett.

the collision. The best story of the ill-fated bleasure trip is toil by General Snowden Andrews, and the party, an intimate friend of Mr. Garrett with the party and intimate friend of Mr. Garrett said he "was pleasure and greatly enjoyed by all. When night came, we were on our way to the Patapace River. The collision occurred at 10:30 o clock. Before that the party was assembled in the eabin of the dirant. I have stretched on a sofa, trying to get a little sleep. We heard two blasts from the Glem's whistle, and Mr. Garrett, Mr. Von Lingen and Mr. Blackford went forward to the pilot house. There were were forward to the pilot house. There were strength of the collision as a tremendous crash, and I was thrown as a trem

brother-in-law of Robert Garrett, now with him in Europe. It was addressed to the Hotel Bristol, Paris. Another was sent to Southampton, England, to William F. Frick, Robert Garrett's father-in-law, who, with his daughter, Miss Lizzie Frick sailed last Saturday from New-York to join the Garrett party in Paris. Mr. Frick will reach Southampton to-morrow. Dispatches were also sent to Robert Garrett, Miss Mary Garrett, Osmun Latrobe, and all of Mr. Garrett's intimate friends at this time in Paris. The friends of the family in this city expect that Robert and Miss Mary Garrett, with William F. Frick, will immediately return to Baltimore.

Garrett, with William F. Frick, will immediately return to Baltimore.

President Spencer this afternoon directed that the Baltimore and Ohio Central building be draped in mourning. The flags on the buildings of the Maryland Club and the Merchants' Club, of both of which organizations Mr. Garrett was a member, were also displayed at half-mast. INCIDENTS IN MR. GARRETT'S CAREER.

At the age of seventeen he entered Princeton College, where he was graduated in 1870. Soon after graduating he entered the banking house of Robert Garrett & Sons, the firm consisting of his father. John W. Garrett, and his brother Robert, and a little later he took charge

consisting of his father. John W. Garrett, and his brother Robert, and a little later he took charge of the business, which he continued to conduct up to the time of his death. He was noted for his deeds of charity and his love of art. His house was filled with magnificent specimens of painting, etchings, engravings, bric a brac, bronzes, miniatures on ivory, porcelain, china, and rare coins. His collection of etchings and engravings is said to be worth fully \$200,000, and his paintings are worth nearly as much more. He was also an enthusiastic numismatic and his collection of coins and medals is one of the most valuable in America. The American Numismatic and Archaeological Society, recognizing this, some years ago, elected him a member for life. His deeds of charity were numberless, but the public heard of few of them. Two years ago he presented a property at Hall's Springs, valued at \$20,000, to the Society for the Protection of Children. He established a free library at Waverly, and at the time of his death was educating a young artist of this city in Europe. Every good object which was brought to his attention found in him a warm friend. An instance of this was the receipt recently by the Young Men's Christian Association of this city of over \$3,000, as the result of the public exhibitions of some of Mr. Garrett's paintings which had been lent for the purpose. About two years ago Mr. Garrett entered the directory of the Baltimore and Ohio Railroad Company, and recently was elected President of the Finance Committee. BILLS SIGNED BY THE GOVERNOR. ING AROUND STATEN ISLAND.

HEARING ON THE BILL TO STOP MENHADEN FISH-Albany, June 8 .- Governor Hill has signed the follow

ing bills: Chapter 523—Amending the charter for New-York City Christian Home for Intemperate Men. Chapter 524—Amending the charter of New-Brighton relative to expenditures of the Fire Department. Chapter 525—Incorporated villages to acquire lands for markle north.

Chapter 525—Incorporated villages to acquire lands for public parks.

Chapter 525—Amending Penal Code relative to dreds-ing for oysters (permits dredging by steam on private oyster beds.) yster beds.)
Chapter 527—Amending Section 16, title 16, chapter, part 3, revised statutes, relative to proceedings for raining of swamp lands.
Governor Hill disposed of three hearings on bills

before him this morning in quick order. The first wa to prevent menhaden fishing in the waters of Richmond Assemblyman Cromwell and Henry Wallace Albert E. Cochrane, John Opp. Frederick Said, George Hatzel, Jacob Vetter and Joseph Martin, representa tives of New-York fishing clubs, appeared in favor of the bill, arguing that menhaden fishing destroyed oyster beds and depleted food fish. Senator Hawkins opposed steam dredges for gathering oysters in private beds vas taken up. J. Schaffer, representing the oyster calers, alone appeared, and Governor Hill signed the

bill in his presence. Then the measure to allow Ulster County to issue \$15,000 in bonds to build a poor-house and to legalize the bonds issued for the erection of an asylum was given a hearing. C. M. Wilson, Dr., Craft, Josiah Hasbroeck, Duriah Van Etten, the Rev. Mr. Smith, Silas Saxton and J. N. Flero appeared in favor of the bill, and Waldsten Childs, William Thomas Van Tassell and Charles Cantine in opposition.

DIFFERENT WAYS OF ENDING LIFE,

SOME WOULD-BE SUICIDES SUCCEED AND SOME FAIL-WATER AND POISON.

A probable suicide was reported at Police Headquarters yesterday by Assistant General Passenger Agent Babcock, of the Stonington Line. On June 1 a well-dressed man with a full beard, dark hair and sallow complexion, went on board the steamer Rhode Island and bought a ticket for Providence. Providence the door of the man's stateroom was locked on the inside and there was no response to repeated knocks and calls at the door. Finally the Sharp's presence that when it was seen a collision | door was opened by force, but the man was not in the room and he could not be found on the vessel. He had crawled out of the window of the stateroom and to the Joppa's rudder-chains and that he closed it behind him, and had probably jumped over-cither missed his hold and fell into

Bridget Massey, the wife of a hard-working stone cutter living at No. 517 First-ave., went up to the roof of the tenement house yesterday and swallowed some rat poison. She probably was crary from the effects of liquor. A policeman took her to Bellevue Hospital. She lived through a similar experience several months ago and she is expected to recover this time.

he East River at the foot of Fourteenth-st. and struggled hard to drown herself, but some men from a tug-boat rescued her. She was taken to Bellevue Hos-Lital, where she recovered. She said she was Catherine Lind, of No. 102 Avenue A, but she was not Jacob Schwartz, a German blacksmith, living at

No. 542 West Thirty-seventh-st., complained of sickness on Sunday night and lay on a lounge until his wife had gone to bed. He had disappeared when she awoke the next morning. Yesterday his body was found in the North River at the foot of Thirtywas found in the synthetic.

The body of a drowned man of middle age was found in the Hudson River at the foot of one-hundred-and-cloventh-st, yesterday morning. Papers in the pockets indicated that the man's name was Emil

"Captain Torrey and the crew of the Gleam
acted with great coolness and presence of mind.
The captain called repeatedly to us not to be
frightened, that the vessel had water-tight compartments and would not sink. Captain Wheeler
did all he could for us after the collision.
"An officer of the Joppa stated that they had
ieft the channel. Seeing the Gleam's lights and
ieft the channel. Seeing the Gleam's lights and
ieft the channel side to give her, as they supposed, the benefit
of deeper water."

The sad news was broken to Mrs. Garrett as
gently as possible by an intinate friend shortly
af er the arrival in Baltimore this morning of the
af er the arrival in Baltimore this morning of the
party who were with Mr. Garrett. The members
of her family were with her at her home, "The
party who were with Mr. Garrett. The members
of her family were with her at her home, "The
word was intended for "ten." The proceedings were
adjourned until a week from Tuasday.

decision of the court as to whether a little word of
three letters in a will is "two" or "ten." Mrs. Alice
Regined. He was removed after making
there eletters in a will is "two" or "ten." Mrs. Alice
Regined. He was removed after making
there letters in a will is "two" or "ten." Mrs. Alice
Regined. He was removed after making
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her will is said, he was never once after
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BAD AQUEDUCT WORK

ENGINEER CRAVEN CRITICISES IT.

THE FASSETT INVESTIGATING COMMITTEE AT WORK AGAIN-SOME OF THE TESTIMONY.

The State Senate Committee resumed its investigations of the new aqueduct's construction yesterday morning, at the Supreme Court rooms, after an intermission of several weeks. As if to make up for lost time the committee held two extremely long sessions, that of the afternoon lasting until after 5 o'clock. Only three witnesses were examined, but one of them, Henry S. Craven, the former consulting engineer of the aqueduct, gave some highly interesting testimony, in addition to repeating much that he offered at the time Mr. Garrett was born in Baltimore February 11, of his summary removal by the Aqueduct Commissioners about two years ago.

His testimony was both personal and general He was particularly severe on Mr. Church, the present chief engineer of the aqueduct, who, he declared, was entirely under the control of the contractors. In proof of this he made the surprising statement that Mr. Church was interested in outside enterprises with Maurice B. Flynn, whose deft hand has played such an important part in the history of the great water tunnel. Mr. Church was asked about this afterward, and admitted that Mr. Flynn did own or had owned stock in a company which was formed to push an article patented by the chief engineer. But the most important feature of Mr. Craven's evidence was that which pertained to the modifleation of the specifications by which the city, was compelled to pay between one and two millions of dollars for filling between the brick lining and the rock that was never contemplated in the original contracts.

DE LANCEY NICOLD CALLED IN. All the members of the committee were present

except Senator Pierce. Mr Pierce does most of the objecting for the Democratic side. But his absence yesterday was made up for by the presence of De Lancey Nicoll, who appeared as one of the counsel of the whole committee, but really as the legal representative of the Democrats Pierce and McNaughton. Mr. Nicoll was called in for the purpose of patching up some sort of a defence for his party and addressed himself to the difficult task with his usual energy and ardor. Senator Fassett presided. Senators Hendricks and Van Cott were on hand early, looking as though they were prepared to dig out aqueduct secrets all summer. Eleven o'clock was the hour for beginning, but it was nearer noon when the proceedings were opened. There were many spectators, including Aqueduct Commissioners Speneer, Ridgway, Fish and Baldwin; the Assistant Corporation Counsel, Mr. Scott, whose chief, Mr. Beekman, is absent in St. Louis, and a number of division engineers and contractors. General B. F. Tracy examined the witnesses, assisted by A. H Boardman, the other counsel of the committee.

The first witness was George S. Rice the deputy chief engineer of the aqueduct. His testimony would have been more interesting had it not been so evident that he was trying to make a case against Brown, Howard & Co., who are building the upper part of the aqueduct. According to reports that are said to be well founded, this firm was asked to contribute \$20,000 to the Democratic campaign fund last fall, but refused. Thereupon the alarming discovery was made that their work was exceedingly bad. Division Engineer Gowan and Mr. Rice both reported to this effect. The burden of Mr. Rice's evidence was to show that Brown, Howard & Co. had not filled the space between the brick and the stone work as requested by the contract. Instead of finding solid masonry Mr. Kice found great vacant spaces, in some instances thirty feet long, above the roof of the arch. In these there was no filling, except some

lumber and empty barrels.

When the Senate Investigating Committee was appointed, it occurred to the Commission that O'Brien & Clark's end of the line might need a little examination. This was begun by the witness in March, and he was obliged to confess that

he had already found grievous violations of the contract here also. being filled up by injecting cement through holes cut in the brick lining, something that is forbidden in the contract. Over 17,000 barrels of cement, sand and broken stone have thus been

used to fill up the gaps above the brick arch. FLYNN'S HOSTILITY TO CRAVEN. James F. Secor, jr., a commission broker, was only on the stand a few minutes. He testified that he had been asked by Maurice B. Flynn to see Mr. Craven, who was a friend of the witness. and ask him to call on Flynn. Mr. Secor said that Flynn told him that Craven was too strict with the contractors, and that if he did not change his methods Flynn would secure his recall to the navy, from which Craven had a leave of absence. Flynn had said that Craven was raising the deuce with the contractors. To Mr. Nicoll the witness said that this talk was

in March or April, 1885.

Craven gave the details of his talk with Flynn. It occurred at the latter's office . Flynn told him that the contract was obtained at a low price and if the commission was too rigid the work would entail a loss. The witness said he told Flynn that the specifications must be complied with; the city should have good work Flynn intimated that army and navy officers were naturally too exacting. He spoke of a cement quarry that he invited Craven to go and inspect. The invitation was declined. Flynn stated that the chief engineer, Mr. Church, was interested with him in other contracts and was acting in a satisfactory way toward him. Secor had told the witness that the contractors " owned Church." After the interview with Flynn Commissioners Dowd and Spences

This testimony was supplemented by Mr. Craven

himself, who was the next witness called. Mr.

view with Flynn Commissioners Dowd and Spences wrote to the Secretary of the Navy asking that Mr. Craven be not recalled.

Mr. Craven went into the subletting of the constracts. The attention of Chief Engineer Church was called to the matter. Mr. Craven said Mr. Church sent word in reply that these sub-constractors should not be recognized as such, but as foremen or superintendents for the contractors.

After the recess Mr. Craven took the stand again, and testified at length as to the differences between him and Mr. Church as to the interpretation of the contracts. He read some long letters that he wrote to Mr. Church in regard to the organization of the division engineers. His plans were not adopted; bad cement, that even the contractors condemned, was used despite his protests; timber was allowed to remain in after the arches were completed; extra allowances were made to the contractors that had no shadow of justification; in fact, the most flagrant violations of the contracts were permitted by the chief engineer and the commission.

HOW THE CONTRACTS WERE BROKEN.

HOW THE CONTRACTS WERE BROKEN. Rubble masonry could be put in for \$3 a square yard, but the contractors were allowed \$5. By the original terms of the contract the city was only to pay for two-thirds of this filling, but the contractors secured a modification that compelled the city to pay for the other third as well, and as this part was not filled in at all, as a rule, the city was cheated out of over \$1.000,000. In all disputes with the contractors, Mr. Craven said, he was never once supported by the Chief Enginees. He was removed after making